EN ROUTE TO THE

KLONDIKE

A SERIES OF

PHOTOGRAPHIC VIEWS

CHILKOOT PASS
SKAGUAY TRAIL
LAKE LINDERMAN
LAKE BENNETT

Part IV.

ST. MICHAELS
DAWSON CITY
FORTY MILE CREEK
YUKON RIVER

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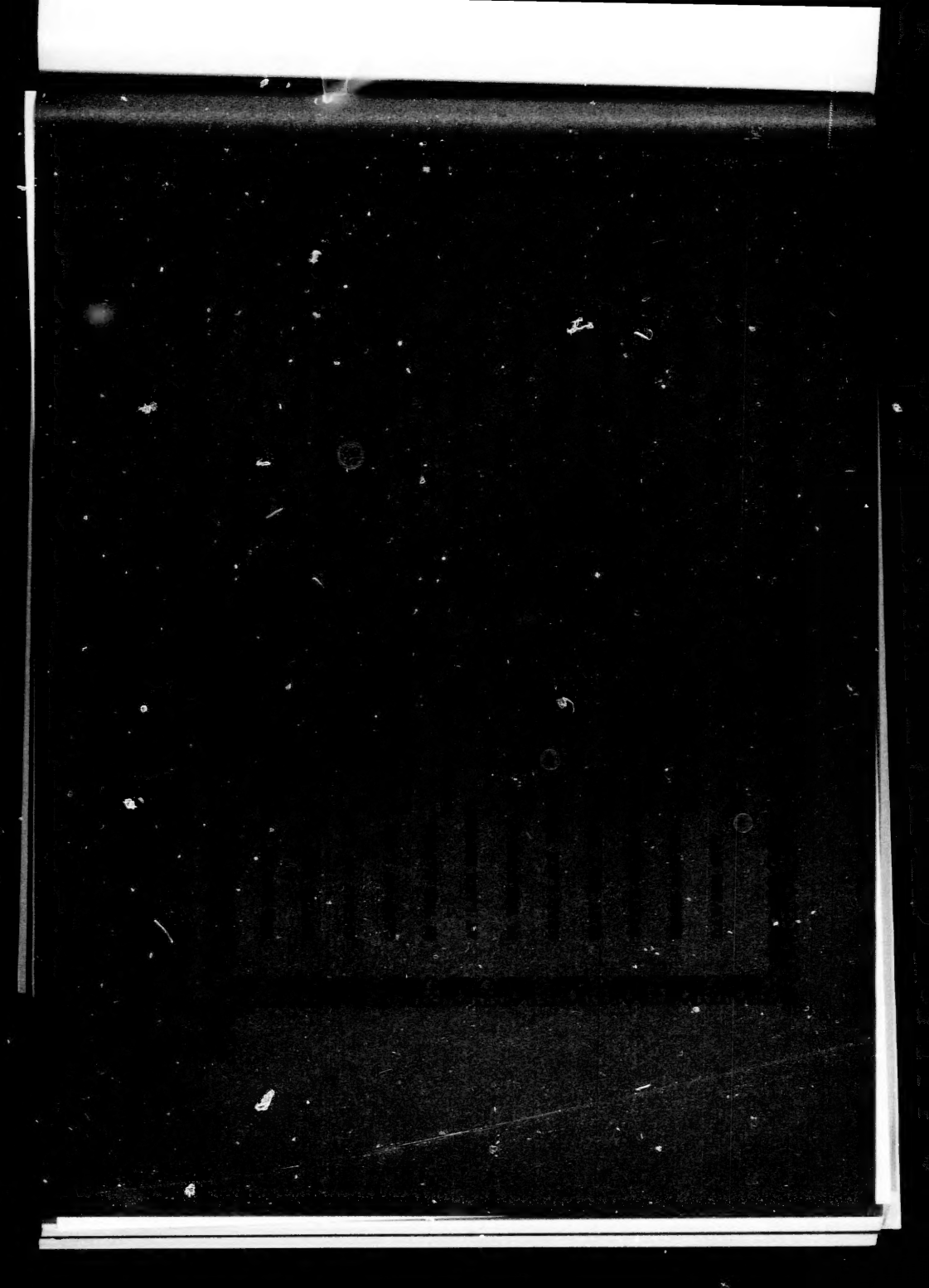
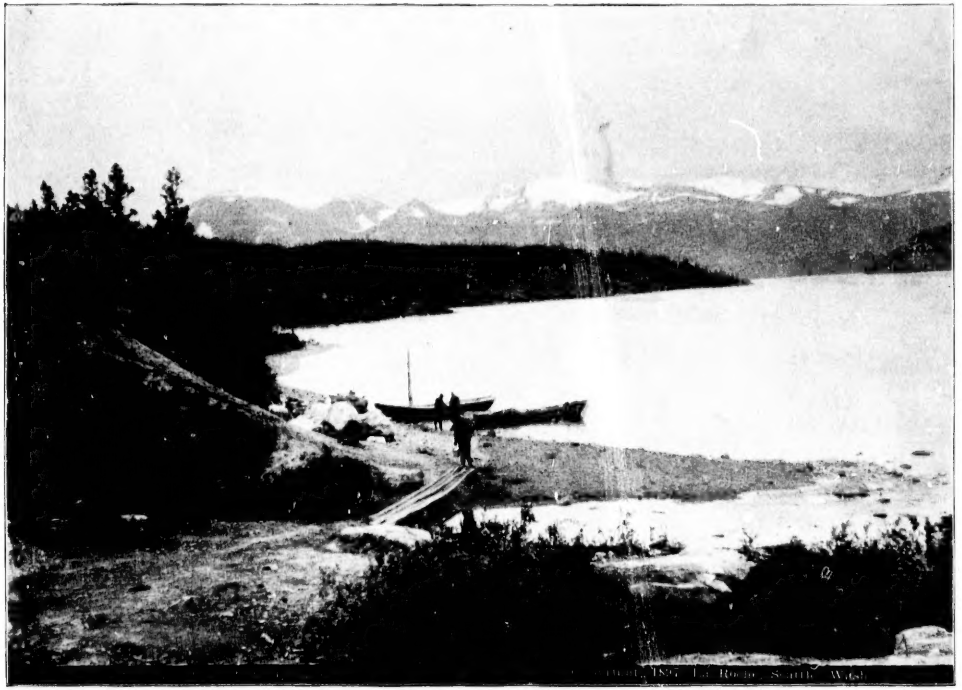
W. B. CONKEY COMPANY

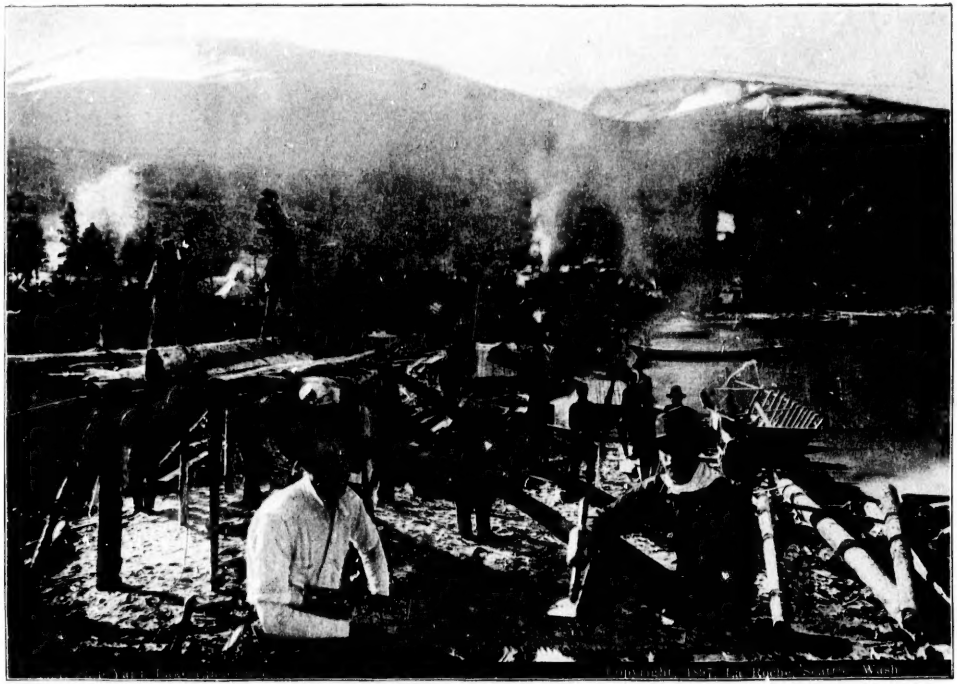
CHICAGO ✱ NEW YORK

People's Series.—Vol. 6, No. 36, March 19, 1898. Issued Weekly. Annual Subscription, $13.00.
Entered at the Post Office at Chicago as second-class matter.

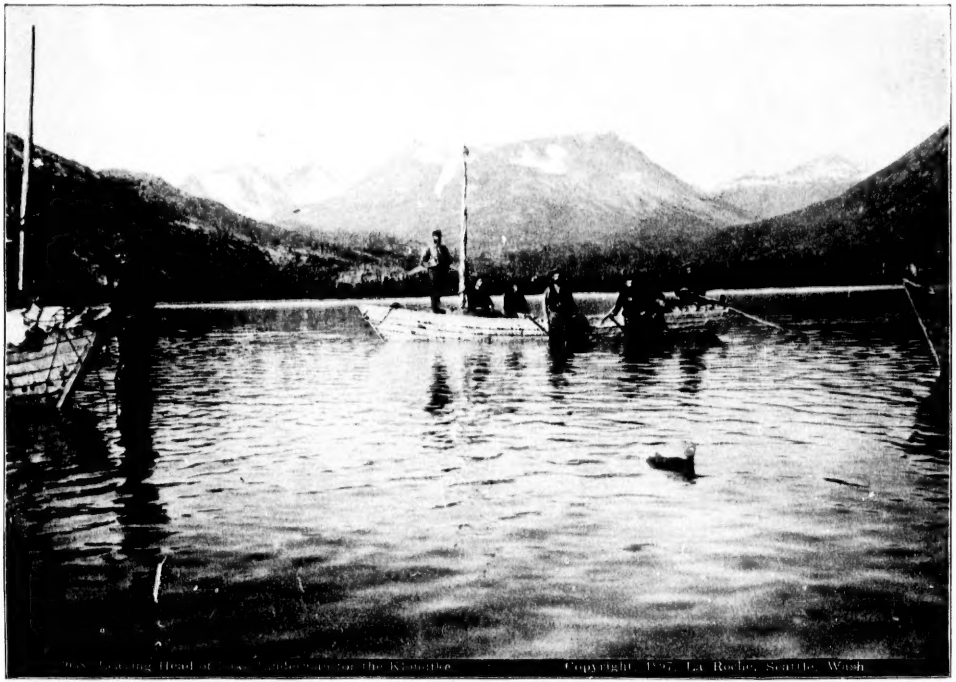




END OF SKAGUAY TRAIL, LAKE LINDERMAN.—Dyea Trail is around the point on the left, six miles away, at the head of the lake. From the lake, the Skaguay or White Pass Trail leads up over the incline among the woods in the foreground. At the foot of the incline is a quantity of supplies awaiting packers who are coming across the lake in Indian canoes. The canoe to the native Indian is what the horse is to the cowboy of the western plains. It is manipulated with extraordinary skill, and no waters, however wild, seem to daunt the hardy Indian. He will fish, hunt, trade and visit in his indispensable canoe, and skim over the water like a bird. All Alaskan canoes are fashioned alike.

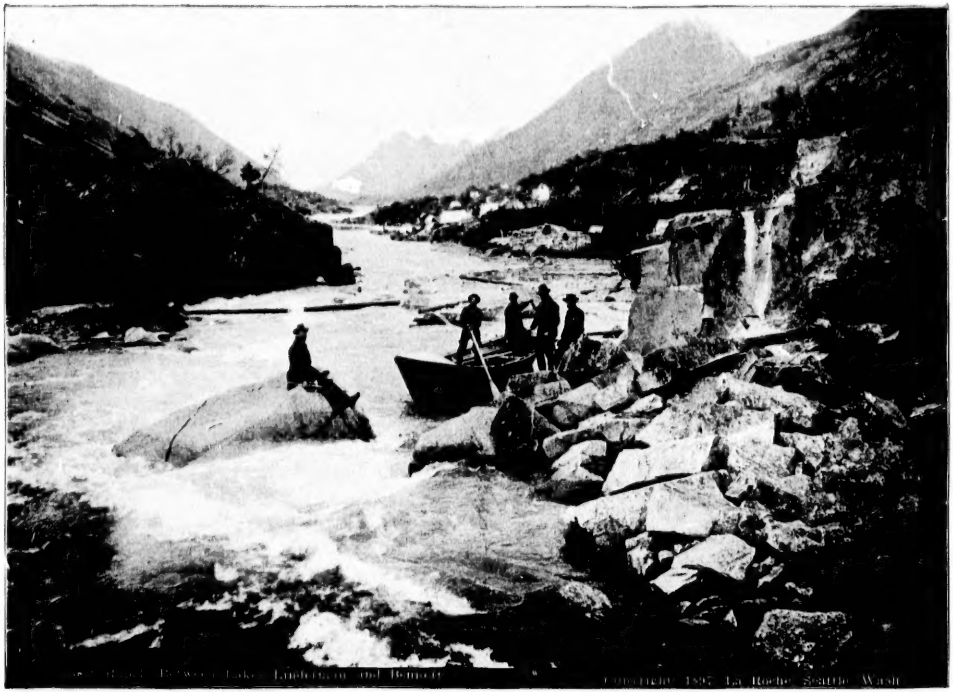


SHIP YARD, LAKE LINDERMAN.—Without a doubt this was the busiest scene along the whole route. Scores of men were here, always at work constructing boats for descending the waterways to the Yukon. Timber is found in the immediate neighborhood and logs of about seven inches in diameter are cut to the necessary lengths, rolled upon a staging and whipsawed into the required shape. Thus a week or more is employed in building a boat for the long journey north. Assuming that they are handy with tools, four men can take the standing spruce, saw out lumber and build a boat large enough, in a week, to carry them and 4,000 pounds of provisions; and it should be a good stanch boat at that.



LEAVING HEAD OF LAKE LINDERMAN FOR THE KLONDIKE.— These boats are fully loaded and are leaving for the north. With favorable weather the journey can be made to Dawson City in about two weeks. When the wind is favorable the sail is used; otherwise the boat is rowed the length of Lake Linderman, six miles, to the rapids. Half way down the lake is the boundary line between Alaska and Canada. The men with the boats were a hardy lot. They encountered hardships, because human intelligence, strength and courage always will encounter hardships in the race for wealth. If the comforts and necessaries of life are absent in the region of the Yukon, so also were they wanting in the early days of California.

CAMP AT LAKE LINDERMAN. Four miles beyond the mission camp we had this bird's-eye view of the camp at Lake Linderman. When the photograph was taken in September, 1897, the camp consisted of 400 tents and at least 1,000 people, mainly engaged in the building of boats to convey themselves and outfits through lakes and rivers to the gold fields, about 600 miles ahead. Between this point and the head of Lake Bennett the Lewes River is only about a mile in length. It is about fifty yards wide and between two and three feet deep, but is so swift and rough that navigation is not to be thought of. Lake Linderman is about half a mile wide and about six miles in length. It is also deep enough for ordinary purposes.



RAPIDS BETWEEN LAKES LINDERMAN AND BENNETT.—These rapids extend a distance of three-quarters of a mile from Lake Linderman to the head of Lake Bennett. The average depth is only about three feet, but the water is so swift and rough that navigation has to be suspended. When the northern extremity of Lake Linderman is reached the boats are unloaded and the goods carried overland, around the rapids, to the head of Lake Bennett. Then the empty boats are carefully floated through the rapids by means of ropes, as shown in the photograph. Looking ahead, one can see Lake Bennett, where smooth water will permit navigation to be resumed. The camp in the background of the picture belongs to the Canadian police.

LAKE BENNETT.--This lake is nearly twenty-five and a half miles long and about half a mile wide for the first twelve miles, but for the remaining distance it varies from one to three miles in width. When this photograph was taken the lake was very placid, but it has the character of being dangerous in consequence of the high winds from the north, which frequently prevail, making the water very uninviting to small boats and preventing them from crossing. This oftentimes causes a very disagreeable and vexatious delay. By the time the traveler has reached this spot his enthusiasm has probably risen to a pretty high pitch, as the remainder of the journey to Dawson City is by water, and it irritates him to encounter unexpected delays.

La Roche, Photo, Seattle, Wash.

WELBON'S CAMP AT LAKE BENNETT.—By the time those who take the overland route have reached their destination the art of camping out has either been thoroughly acquired or else it never will be. In all sorts of weather and every kind of country—in the forest, by the lake, near a stream or beside a fast running river—none should come amiss to the hardy miner who gathers experience as he goes and is able to pitch his tent at the shortest possible notice and in the most approved fashion, by the time he locates the spot he hopes will produce the dust that shall place him in the category of millionaires. Welbon's Camp was a sample of many met with en route to the Klondike. The appetites of the miners merit the envy of dyspeptics.

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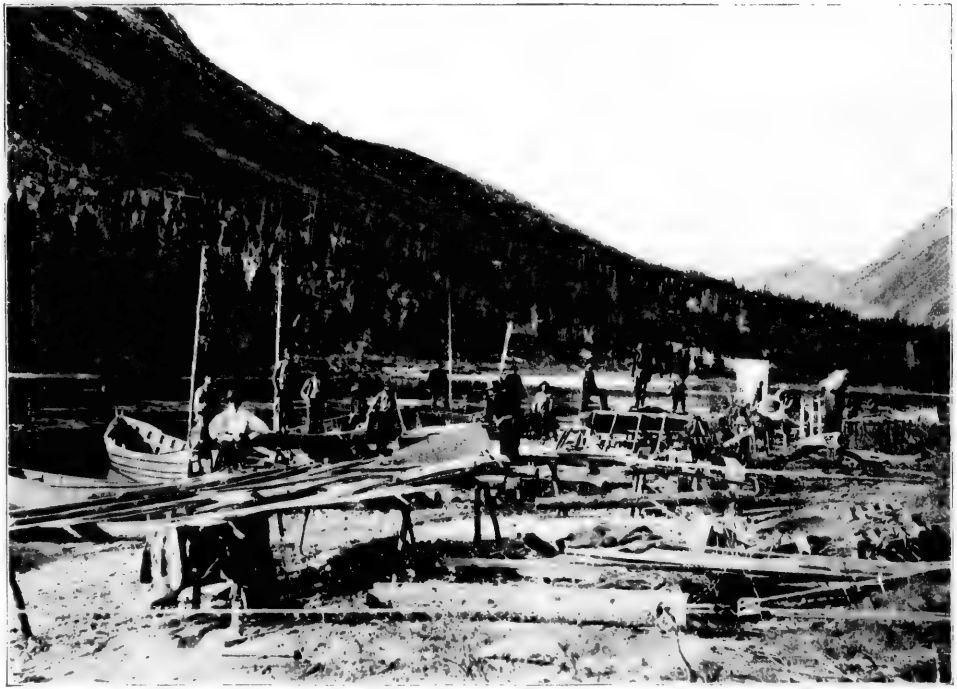
NEAR LAKE BENNETT. - This photograph shows the points around which the empty boat has to be guided by ropes, while the goods are being carried overland to the head of Lake Bennett, which begins just beyond the second point, in the right of the picture. Very great care has to be exercised in taking a boat around, as the force of the waters is such that it is difficult to steer clear of rocks and shoals. When the days are hot, the mosquito hovers around this spot and highly relishes the flavor of new arrivals. The natives believe that the mosquito was a giant spider which an evil spirit cast into the fire, where it shriveled to its present size, and then escaping with a coal of fire in its mouth, it now seeks revenge upon mankind.

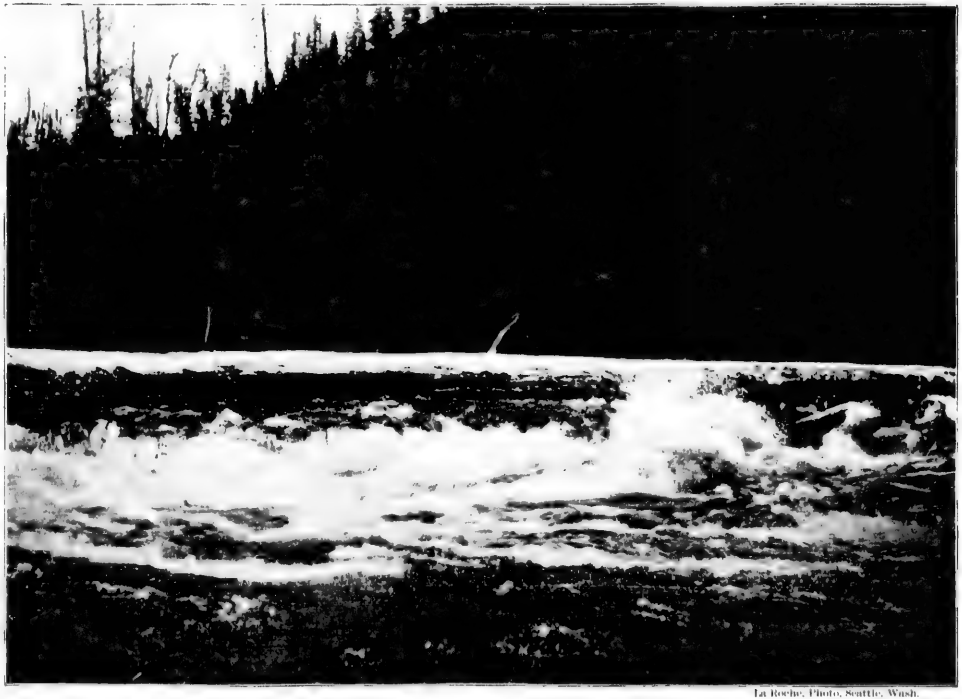


La Roche, Photo, Seattle, Wash.

SHIP YARD, LAKE BENNETT.—This was not quite so busy a scene as at Lake Linderman, where most of the boats are built, but a great many of the miners find it more convenient to construct their boats here, and thus escape the rapids. In building a boat it is important to remember that a sail is necessary, and it should be so fixed that it will be convenient to raise and lower it without much trouble, as squalls are not infrequent on the waters of this region. It is from this point that the traveler begins the last stage of the trip. From here begins the voyage of 600 miles to Dawson City, and not counting the lakes the whole distance is practically down stream to the now famous mining center near the mouth of the Klondike River.

La Roche, Photo, Seattle, Wash.

MILES CANYON. After passing through Lake Bennett the voyager encounters Takish Lake and then Marsh Lake, reaching the head of Miles Canyon about the second day out from Lake Bennett, if the weather is favorable. Then begins three miles of the most dangerous water the navigator has to encounter. This canyon is sometimes spoken of as the Grand Canyon. The general width is about 200 yards, but for a distance of three-quarters of a mile it is barely fifty feet across, with perpendicular walls of red volcanic rock. The canyon is broken about midway by a circular enlargement of the channel, which causes a whirlpool of wonderful suction at each side of the river. Great care has to be exercised in taking any craft through the rapids.



La Roche, Photo, Seattle, Wash.

WHITE HORSE RAPIDS.—After leaving Miles Canyon we come to White Horse Rapids. So many fatal accidents have occurred here that the place is frequently referred to as the "Miners' Grave." Cairns or wooden crosses mark the last resting places of many a victim; and "keep a good look out" is the sign that greets every traveler. No novice should ever think of running the rapids alone. Instead of doing so he should let his boat drop down the river, guided with a rope about 150 feet long. The miners have constructed a road on the west side of the rapids, and in some places they have put down roller-ways over which they can roll their boats. It is always desirable for the traveler to "portage" instead of trusting to the rapids.

La Roche, Photo, Seattle, Wash.

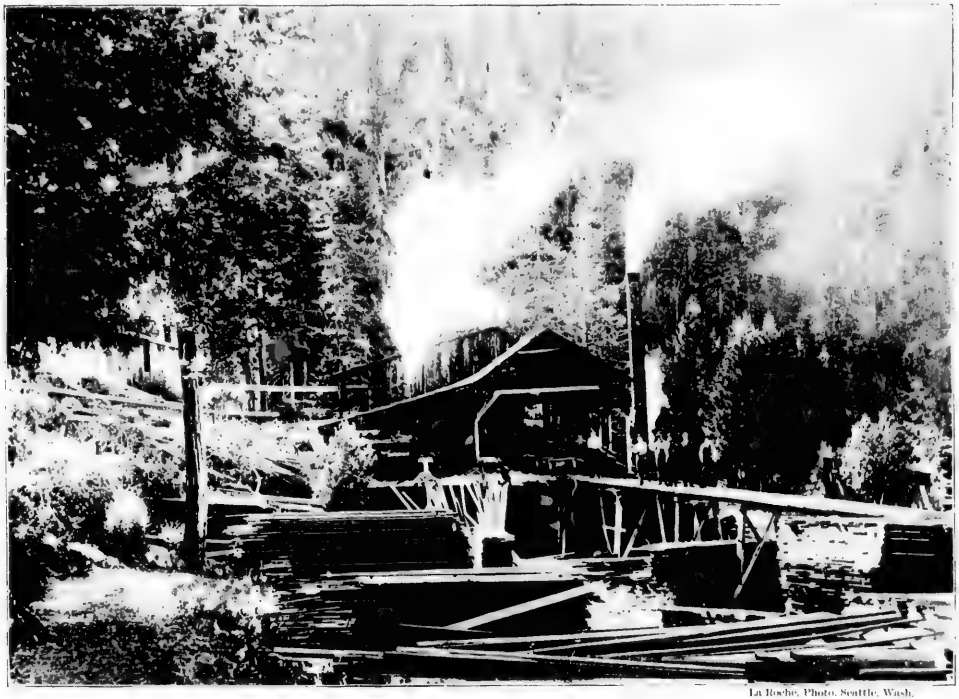
DAWSON CITY. This city is situated on the Klondike River at the point where it empties into the Yukon. The town site which consists of 160 acres is laid out in a square and divided into city lots after the most approved style. No definite estimate has been made of the population which is being rapidly increased by new arrivals, and it is simply guess work to give a number which may be anywhere from 5,000 to 20,000. The city came into existence a few days after the rich Klondike strike was made in 1896, in the month of August, and it is a mistaken idea to suppose that Dawson City is a center of the rich placer deposits of the Klondike. The gold bearing creeks are from twelve to twenty-five miles away.

La Roche, Photo, Seattle, Wash.

MINERS' CABINS, DAWSON CITY.—Joseph Ladue, the founder of the city which he named after Dr. Dawson who established the boundary line dividing Alaska from the Northwest Territory, began to build the first house on September 1, 1896. Within six months from that date there were over 500 houses erected. These included stores, supply stations, hotels, restaurants, saloons and residences. The wild, uncultivated spot was suddenly changed into a bee-hive of vigorous industry. The town site is just below the mouth of the Klondike on the east bank of the Yukon, where the river makes a slight bend, and in front of the town there is an eddy formed by the two rivers. Steamers can unload within a few feet of the warehouses.

La Roche, Photo, Seattle, Wash.

EUCLID AVENUE, DAWSON CITY.—The residences of Dawson City bear no proportionate resemblance to the wealth of the people. Men with mining interests that count up to six figures live in cabins that the average negro on a Southern plantation would refuse to occupy. Most of them have experienced the refinements of civilization, yet the deprivation is borne cheerfully—the one absorbing idea being "gold and how to get it." But these hardy men do not fail to get considerable pleasure out of the surrounding conditions. Good fellowship is the rule and every man speculates, mentally, on his independent future, when he can return to civilization. Euclid Avenue as shown in the photograph is a fair sample of Dawson thoroughfares.



La Roche, Photo, Seattle, Wash.

SAW-MILL AT DAWSON CITY.—There was no busier place in Dawson City than the saw-mill of which the above is a photograph. The demand for timber during the earlier part of the rush caused prices to rise with startling rapidity, and for some time there was practically nothing done but cutting timber and building cabins, until a city seemed to rise from the bowels of the earth and take the place of swamp and forest. Nearly all the ground in this part of the country is covered with a heavy growth of moss, and being filled with frost and snow in the winter it gets soft and wet in the summer time and the low places become swamps. Every difficulty, however, is readily fought in this pioneer city of the far northwest.

La Roche, Photo, Seattle, Wash.

RAPIDS ON LEWES RIVER.—Skill, cool heads and hard work are the necessary requirements for navigating the rapids of the Lewes River. Here is portrayed an exciting scene, similar to which every one who goes to the Klondike in the same way must experience. Partly guided by ropes in the hands of men ashore and steered clear of dangerous rocks by men in the boat, the frail craft dashes and struggles along, at one time miraculously escaping destruction in a wild eddy and at another time gliding gracefully between jagged rocks that rise threateningly out of the seething waters. There is no time to think—a sharp lookout and a steady hand are the only means to victory over the angry waters of the rapids one meets en route to the Klondike.

La Roche, Photo, Seattle, Wash.

ICE SAILING ACROSS LAKE LE BARGE.—The lake is a beautiful sheet of water thirty-five miles long. It is about twenty-four miles from the White Horse Rapids, and the intervening river is smooth and deep the whole distance. It is no uncommon thing for the boat to be wind bound for several days at a time. When winter has set in and the lake has become a sheet of ice, the delightful sensation of sailing across the frozen surface will not only be enjoyed but will hasten the traveler on his northward journey. It is exhilarating and healthful, and if the wind be favorable it will recompense the gold-seeker for previous delays. The group in the photograph presents the appearance of a pleasure party rather than men who are fighting hardships.

La Roche, Photo, Seattle, Wash

SPEARING FOR SALMON.—The proper name of the Klondike River is Thron-Diuck, which is the Indian name belonging to it and which means "fish waters," the river being a great salmon fishing ground. It is a small river, about thirty yards wide at the mouth, and shallow. The water is of blue color, clear and transparent. Dawson City is right at the mouth of the Thron-Diuck. Only those who have enjoyed the sport of spearing for salmon can thoroughly appreciate the excitement the men in the boat are getting out of the sport. The fun does not end with catching fish, but getting ashore through the fields of floating ice is productive of considerable effort under the circumstances depicted above. The fish caught in this river are all that sportsmen can desire.

La Roche, Photo, Seattle, Wash.

BONANZA CREEK, KLONDIKE.—Bonanza Creek is nearly three miles up the Klondike from its confluence with the Yukon River. Some of the richest finds have been made on the Bonanza, and on all the creeks in this quarter rich strikes have been reported. George W. Carmack, a white man, was the first one to take advantage of the rumors set afloat by the Indians, and in 1887 he located a mine in the place which was afterward named by the miners, Bonanza Creek. Various estimates have been made of the value of the gold in the Bonanza district, and it is generally conceded that it will produce not less than $50,000,000. The Bonanza is but one of many similar creeks in this region, and all have combined to make it a land of gold.

La Roche, Photo, Seattle, Wash.

ICE IN THE YUKON BELOW DAWSON CITY.—This photograph was taken when the Yukon, which discharges a third more water than the Mississippi, was struggling to throw off its wintry coat of ice. The currents of the Yukon are very powerful, and when winter has given place to almost tropical summer months, the ice disappears nearly as fast as it formed at the command of the first chilly blasts of King Frost. The Yukon River crosses Alaska from east to west and empties into the Pacific a little south of Behring Strait. It can be navigated with large steamers for 2,300 miles, without a break. It is from five to twenty miles wide for over 500 miles from its mouth, and the tide sweeps up 200 miles. The source of the river is in British Territory.

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THE FROZEN YUKON AT FORTY MILE POST.—This is nearly fifty-two miles northwest of Dawson City. The town is situated on the south side of the Forty Mile River at its junction with the Yukon, being 240 miles from Circle City. Forty Mile Creek was discovered in 1887. The Alaska Commercia Company has a station here, and there are several blacksmith shops, restaurants, billiard halls, bakeries and an opera house. Nearly three-quarters of a mile below Forty Mile Township the town of Cudahy was founded in 1892, on the north side of the river. Nearly all the available rich ground at Forty Mile has been worked. The gold find here brought about a great rush at the time, and the strikes on Birch Creek caused the gold craze that followed.

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FORTY MILE CITY, ALASKA.—In a recent report on the Yukon gold region, it says in relation to the Forty Mile gold district, that in the latter part of 1887 Franklin Gulch was struck, and $4,000 was an estimate of the amount of gold produced in the first year. Since then it has been a constant payer. The character of the gold discovered is of the nugget order and pieces to the value of $5.00 are frequently found. Forty Mile River joins the main river from the west. As far up as the international boundary line, about twenty-three miles, its course is southwest; thence it takes a more southerly direction. It is 100 to 150 yards wide at the mouth, and the current is generally strong, with many small rapids.

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ICE BLOCKADE, CIRCLE CITY.—This is when shipping is at a standstill. It is estimated that Circle City has a population of about 1,000, including the miners at Birch Creek, which is about fifty miles from the town. The men pictured in the photograph come from all parts of the country, and comprise a cosmopolitan group, similar to the inhabitants of most mining towns. The town was well filled with miners as the weather was hardly propitious for prospecting. The arrival of a steamer off any of the towns along the Yukon is always an occasion for considerable excitement. The whole population comes out to welcome new arrivals, and if a boat reaches the town in the night it generally wakes up every man, woman and child in the place.

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U. S. CUSTOM HOUSE, CIRCLE CITY. - In midwinter the sun is above the horizon for about four hours at Circle City. In midsummer it is seen for twenty hours and the balance of the time is twilight. The place pictured above is a well-known sight to old Yukon miners. When this was taken, however, the weather was not in favor of a very brisk business. There are seven postal routes in Alaska; and on the first of each month the mail leaves Juneau, 908 miles away, for Circle City, the carrier going by way of Chilkoot Pass, Lake Linderman, Dawson City and Fort Cudahy, a route that will be easily traced in this series of photographic views. Dyea and Skaguay receive mail twice a month from Juneau.

DAWSON CITY
Dempster Highway
Klondike River
Yukon River
Stewart River
Mayo
Mayo River
Mayo Lake
Lake Mayo
Lake Elsie
Lake Jean
Lake Beverly
Lake Lorraine
Lake Lucy
Lake Lucy
Lake Lucy

What Part V Will Contain

IN THE MINING COUNTRY
Some Typical Scenery.

A CLAIM
Located at Last.

NEAR DAWSON CITY
The Land of Gold.

ON THE YUKON
The Lower Ramparts.

TESTING FOR GOLD
Near the Ramparts.

MUNOOK CREEK
Waiting for Passengers.

PROVISIONS AT MUNOOK
A Fresh Supply.

DOG TEAM ON THE YUKON
Easy Transportation.

FOLLOWING THE TRAIL
A Procession of Dog Teams.

CROSSING A TRIBUTARY
The Bridge of Timber.

MILES OF TIMBER
A Well Beaten Path.

AS IN THE DAYS OF '49
Striking "Pay Dirt."

ON THE BANKS OF THE YUKON
"Washing Out" Gold.

PRINCE ANTONE
A Contented Man.

THE MINERS' CABIN
A Snug Little Corner.

SHIPLOAD OF MINERS
Near the Yukon's Mouth.

U. S. CUTTER "BEAR"
Ice Bound in Behring Sea.

FORT "GET THERE"
At St. Michaels.

DUTCH HARBOR
In Unalaska.

ST. PAUL
On Kodiak Island.

BUILDING A STEAMER
For the Yukon River.

A STATION OF THE A. C. CO.
From the River.

THE WHALER "THRASHER"
At Port Clarence

AN INDIAN CAMP
The Evening Meal.